reductions imposed on us by our shipping losses should fall on classes of goods we could arrange to dispense with, made it possible for the country to carry on its activities effectively in the face of such an attack.

But it is fair to say that the achievement was the result of a co-ordinated effort which made us less dependent on overseas supplies even for *Contributory* essentials. Food production at home was *activities* increased by efforts which I describe elsewhere in this volume. Timber felling was organised thoroughly so that we could dispense with the bulky cargoes which took up so much of our tonnage. We opened up disused iron, copper, and manganese mines. We drew more of the necessaries of individual and national existence from our own internal resources than we had done for at least half a century.

The task was immense. Control was extended over practically all commodities. All ships, tramps and liners alike, were brought under *Thorough* requisition. Restriction and economy *control enforced were* enforced in every direction. Sir Arthur Salter gives a description of the process :—

> " The ultimate needs of the scores of millions of individuals who required commodities needing transport were sifted many times through a series of sieves of smaller and smaller mesh,

but never small enough, before they reached the executive point of requisition and allocation. . . . The total needs for tonnage were received by the Shipping Department, handled and translated into terms of so many ships at given places and dates by the three